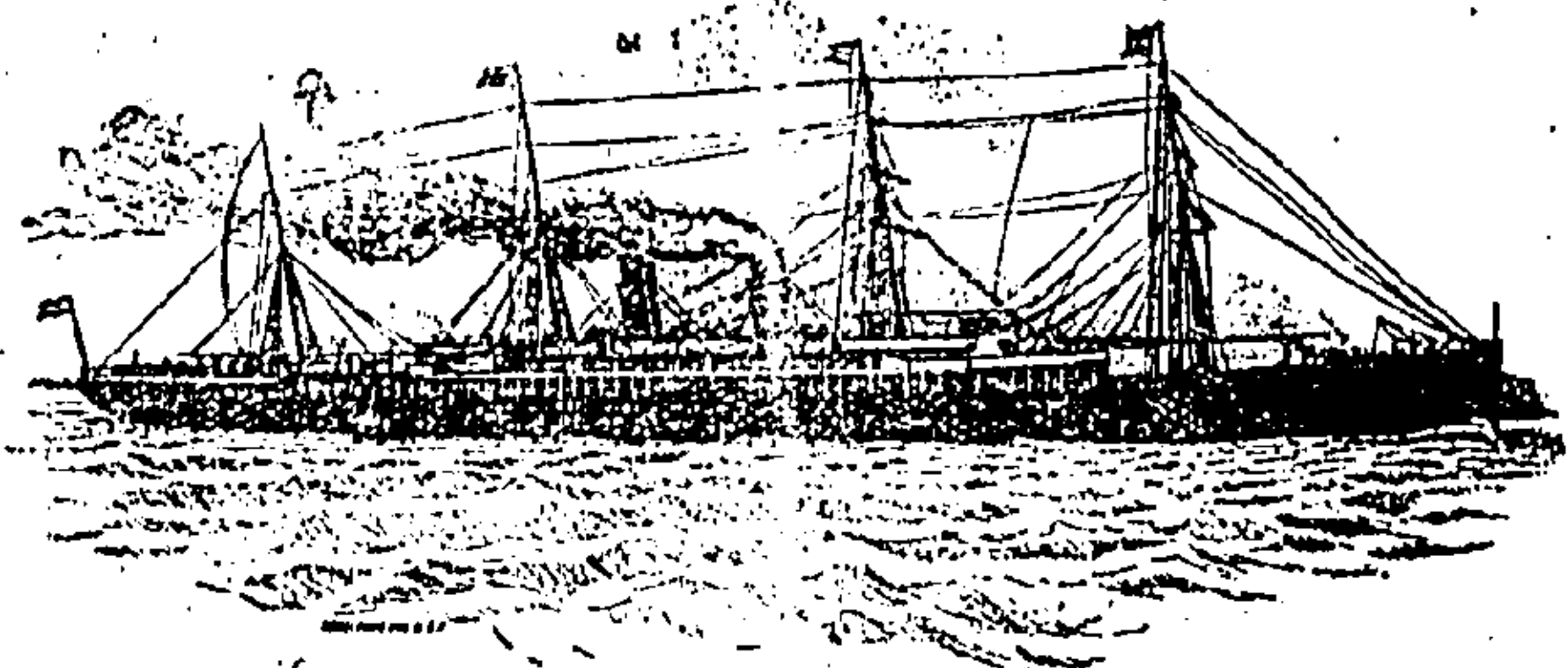


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CITY OF PEKING"	SATURDAY, 22nd August, at Noon.
"DOKU"	TUESDAY, 1st September, at Noon.
"NIPPON MARU"	TUESDAY, 8th September, at Noon.
"SEIRIA"	WEDNESDAY, 16th September, at Noon.
"COPTIC"	SATURDAY, 26th September, at Noon.
"AMERICA MARU"	SATURDAY, 3rd October, at Noon.
"KOREA"	TUESDAY, 13th October, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA", 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 4th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 28th July, 1903.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 5th August.
"ATHENIAN"	3,882	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 26th August.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 23rd September.
"TARTAR"	4,425	WEDNESDAY, 7th October.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 21st October.
"ATHENIAN"	3,882	WEDNESDAY, 4th November.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 16th December.
"TARTAR"	4,425	WEDNESDAY, 30th December.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Fidell's Street.

Hongkong, 25th June, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OBERASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATE	FREIGHT
BADENIA	HAVRE and HAMBURG.	12th August.	Freight.
SITHONIA	HAVRE, ANTWERP, and HAMBURG.	29th August.	Freight.
KONIGSBERG	HAVRE and HAMBURG.	12th Sept.	Freight and Passengers.
ANDALUSIA	HAVRE and HAMBURG.	23rd Sept.	Freight.
ABESSINIA	HAVRE and HAMBURG.	7th October.	Freight.
ARABIA	NEW YORK	about middle of August.	—

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 31st July, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,364 tons	Captain H. D. Jones.
"POWAN"	2,338	" G. F. Morrison, R.N.R.
"FATSHAN"	2,260	" A. W. Dixon.
"HANKOW"	3,073	" C. V. Lloyd.
"KINSHAN"	2,860	" J. J. Lussius.

Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON daily at about 8 A.M. (Sunday excepted) and at about 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday
Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 569 tons, Captain R. D. Thomas.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 22nd July, 1903.

1357e

Intimations.

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-FOURTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 4th August, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and the Appointment of Directors, and re-electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st of July to the 4th August, inclusive.

By Order of the Board of Directors,
J. GOOSMANN,
Acting Secretary.

Hongkong, 13th July, 1903.

WILLIAM POWELL, LIMITED.

THE SECOND ORDINARY YEARLY
MEETING OF SHAREHOLDERS in the above-named Company will be held at the COMPANY'S PREMISES, No. 28, Queen's Road Central, on WEDNESDAY, the 5th August, 1903, at NOON, to receive the Report and Statement of Accounts for the year ending 30th June, 1903, electing Directors and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to the 5th August, both days inclusive.

By Order of the Board of Directors,
R. G. HECKFORD,
Manager.

Hongkong, 23rd July, 1903.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the FIFTEENTH day of AUGUST next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1903.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd July, 1903.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from SATURDAY, the FIRST, to the FIFTEENTH day of AUGUST next (both days inclusive), during which Period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd July, 1903.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 24th August, at 12 o'clock, NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 30th July, 1903.

HONGKONG JOCKEY CLUB.

NOTICE TO MEMBERS.

AT A MEETING OF SUBSCRIBERS held at the HONGKONG HOTEL on the 6th July last, it was unanimously decided to accept a Tender from the Shanghai Horse Bazaar Co., Ltd. for the supply of China Pony Subscription Griffs for our 1904 Race Meeting.

Members who were not present, and who have not yet officially put their names down can now do so by communicating with the undersigned, from whom full particulars as to terms and conditions may be obtained.

The List will close on SATURDAY, 1st August next.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 23rd July, 1903.

1358e

Animations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e

THEY HAVE ARRIVED

57

HEINZ

Varieties of good things for the table.

Do you know

that HEINZ SWEET PICKLES are known throughout the world for their delicate aromatic flavor and distinctive virtues?

THE MUTUAL STORES,

25, Des Vaux Road Central.

Hongkong, 29th June, 1903.

[553e

HOTEL CRAIGIEBURN,

PIONNET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339e

GO TO THE

KOWLOON HOTEL,
FRANK F. JEWELL, KOWLOON, J. W. OSBORNE, Proprietor.

INCANDESCENT GAS LIGHT.

The attention of consumer is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

954c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net \$5.00 per Cask ex

Factory.

In Bags of 250 lbs. Net \$3.00 per Bag ex

Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 13th May, 1903.

[19

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—SIEMSEN & CO.

Hongkong, 10th January, 1903.

[595d

LEVY HERMANOS.

DEVELOPERS, MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

QUEEN'S ROAD, Watson's Building.

40

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,

50, Queen's Road, Central.

Hongkong, 28th November, 1902.

[1999e



A Pure LAGER BEER excellently

Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pils.

or

\$2.00 per doz.

3, Duddell Street,

Hongkong.

18th June, 1903.

[650e

THE SANITARY BOARD.

The following is an extended account of the business transacted at yesterday's meeting of the Sanitary Board:

STANDING ORDERS.

With regard to the proposed standing orders, the President said it was evidently the wish of the Government that applications regarding exemptions from the provision of open spaces should be dealt with by the full Board. A communication to that effect had been received from the Colonial Secretary, and therefore he did not propose to further deal with the first of the proposed additional standing orders. With reference to the second, it would expedite the business of the Board, if it was agreed by the members. He thought the agenda of the present meeting would show that some such standing order was necessary, otherwise they would have something over 20 or 24 of such applications to deal with practically at each meeting of the Board. He moved that the Board pass this standing order.

The Vice-President seconded. Mr. Hewitt, in opposing the motion, said that at the last meeting of the Board he had stated his objection to the insertion of these standing orders, and he was glad to find that so far as concerned that most important one, the Government had fallen in with their views. It was most important that matters of this sort should be dealt with by the full Board, in support of his contention he could only refer to what he had said at the last meeting. Speaking for himself, and he believed for all the unofficial members of the Board, they were very busy men, and it was impossible for them to give close attention to matters circulated on papers or to decide by such a means whether a licence should be granted or not. The other night, when leaving his office at 5 o'clock, he had two boxes full of papers from the Board put into his hands, and another was brought to him through the night porter, because the meeting was to be held that afternoon and the other members had to see them. He could not therefore take time to consider the matters dealt with, and he thought it very much better that they should be discussed by the full Board. If a man proposed to start in business as a baker or as a boiler of fat, he did not make up his mind all at once. He knew what he was going to do weeks or months before, whether he wanted a new licence granted or an old one renewed, and if it was necessary for him to give earlier notice to the Board he could do so. Without commenting on the way the work was done, or making any unfavourable criticism in the matter at all, it appeared to him that there must be some way of getting these applications through more quickly, and if a way could not be found the applicants should be made to understand that it took a certain amount of time to get their applications passed through, and that they must make any applications in good time any way.

The President—Do you move an amendment?

Mr. Hewitt—Yes; my amendment is to negative the proposal. Mr. Pollock supported the remarks of Mr. Hewitt. There was no doubt, he thought, that in order to get matters thoroughly threshed out it was advisable that they should be discussed and deliberated by the whole Board. It was matter of common knowledge that two heads are better than one, and that by criticising a thing more satisfactory conclusion was arrived at.

THE PUBLIC HEALTH BILL.

Regarding the notice of motion by Mr. Pollock. Mr. Rumjahn minute—Many sections of the Ordinance require amending. The total abolition of cubicles, including those provided with windows opening into the open air, is not the object aimed at by the framers of the Bill, but has the effect of inflicting unnecessary hardships on the population, and of endangering the prosperity of the Colony. Unless a comprehensive scheme of reconstructing our insanitary dwellings is adopted, plague and kindred diseases will be always with us, and all monies expended to combat these diseases will be only thrown away.

Mr. Lau Chu Pak minute—I have great pleasure in supporting the motion. As the Ordinance stands at present it is impossible and unreasonable to expect the inhabitants to conform themselves to its requirements. No provision has been made to house the poor who will be displaced and to compensate owners for structural alterations of their houses, without which in the sense of the definition of external air no rooms or cubicles can be maintained or erected in about 90 per cent. of the existing houses both European and Chinese alike. At the confidential meeting held by the Board to discuss the advisability of enforcing the Ordinance it was then speculated that the property-owners might arrive at some scheme or would, as the Government had been led to believe, pull down every third house so as to facilitate the carrying out of the Bill. But it has since been proved that the property-owners had not the least inclination to follow that idea and I do not blame them for repudiating it without compensation. Every law inflicts a certain amount of hardship, but no hardship would be anything like what is likely to be inflicted by the present Ordinance. The majority of the population is Chinese, and their tenement houses are so peculiarly constructed that every storey is simply one long room, commonly called a floor or flat. The rent of each of such floors ranges from \$8 per month in the poorest districts to \$75 per month in the busiest part of the city. Very few can afford to take a whole floor. Generally three or four families share it together. Under the present Ordinance they cannot do so and very likely two families will have to pay the same rent as four have been paying. This may be a secondary consideration as compared with the depriving them of the little decency they have hitherto enjoyed. It is a well-known fact that none of the existing Chinese tenement houses, with the exception of the corner ones, opens directly into the external air, and consequently no floor can be partitioned off to secure the necessary privacy to the men and women of the different families living together. Even members of the same family must have a certain amount of privacy. It would not be in accordance with propriety for parents and grown-up children or masters and servants to herd together in full view of each other. The object of the Ordinance is to relieve overcrowding, which can be attained by increasing the habitable area for each adult, as it has already been done, and not to deprive people of their domestic privacy. There are other circumstances calling for prompt investigation. It is no use making a law which is beyond the ability of the people to obey, even if they wish to.

In moving the resolution standing in his name, Mr. Pollock said he thought it must be apparent to every member of the Board that the legislation which they were now dealing with reference to cubicles was contained in Ordinance 1 of 1902 was unworkable in practice. No doubt the Government when it passed Section 154 of that Ordinance must have been under the impression that every third house was likely shortly to be pulled down and that lateral windows were going to be made in the side-walls of the houses and that in that way the cubicles in the houses would receive light and air. That was no doubt the impression in the minds of the Government when that section was passed, but he thought it was quite obvious now that every third house was not likely to be pulled down under existing arrangements, and, furthermore, he believed it was extremely doubtful whether it would be safe in the case of old houses in the Colony to pull down every third house. This Colony is subject to typhoons and heavy rains and he imagined that in the case of old houses the taking down of every third house would be a very dangerous operation unless some very expensive method were employed to prevent the houses on each side from collapsing into the middle and thereby creating a worse state of affairs than existed at present. In view of the fact that it was not likely that every third house would be taken down; the effect of Section 154 of that Ordinance, assuming that the Magistrate held partitions to be legal at all, would be that cubicles could be grouped round the windows, and all the rest of the floor which was not taken up by the cubicles would be very dark, very badly ventilated, and, one might say, practically useless for any purpose whatsoever. Now this was different as almost anything could be done from the scheme which was passed by the Legislature as late as 1901. In Ordinance 13 of 1901, sub-section (c) of section 70, it was expressly provided that no partition should be erected or, if already existing, allowed to remain nearer than four feet to any window the area of which was included in the calculating the window area specified in sub-section (e); therefore the Legislature in 1901 expressly laid it down as a principle that it was not advisable to have cubicles built round windows and no partition should be erected or if already existing should be allowed to remain nearer than four feet to any window. Therefore the practical effect obviously of section 154 of Ordinance 1 of 1903 would be that it was desired to maintain cubicles on the floors at all—and no doubt that was very necessary in the case of family houses—every single cubicle which was either originally in conformity with Ordinance 13 of 1901 or which afterwards was altered and made to conform with that law would, as it seemed to him, be illegal under the provisions of section 154 of Ordinance 1 of 1903. That meant that alterations which had been made very little more than two years ago were now declared to be wrong, to be illegal, and something further had to be done. That was a very unsatisfactory state of affairs into which they had got, and he thought it was very necessary that a sub-committee of the Board should be appointed to look into the question of amending the Public Health Ordinance, 1 of 1903, with special reference to this question of cubicles. There were no doubt other points also would require to be looked into, but it was this question of cubicles that was the burning question of the day, because under that quite recently notices had been served with reference to certain houses and that there were proceedings some concluded, some still pending, before the Police Magistrate with reference to cubicles. He did not know whether the other members of the Board were of the same opinion, but he thought that in view of the fact that it was obvious that section 154 of the Ordinance would require some amendment, it was extremely desirable that after a sufficient number of cases had been taken in the Police Court, constituting test-cases, the Board should stay its hand and not take any further proceedings with reference to cubicles. There was no doubt it would be a very great hardship if persons now had to remove cubicles which in consequence of amendments recommended by the Board and adopted by the Government were afterwards found not to be illegal. That, he thought, would be a very lamentable state of affairs and therefore it was desirable that the Board at the present time should not take action in regard to cubicles but only take such action as was necessary to bring certain points before the Magistrate for his decision. Otherwise there was no doubt the people would feel very much aggrieved if they had to remove cubicles which were sanctioned by amendments that had been made on the Ordinance and which they would not have been compelled to remove if the amendments had been passed into law. "He felt bound to make this criticism upon the provisions of this Ordinance, but he was perfectly well aware, and he was sure they were all aware, that it was easy enough to criticise and a good deal more difficult sometimes to remedy the thing criticised; but he thought that, without being too sanguine, he might express his confidence that the sub-committee of the Board would hit upon a better scheme with reference to cubicles and would be able to suggest to the Government some amendment of section 154 which would press less hardly upon the poor people in this Colony who were married and had families and wanted a certain amount of separation and privacy in their dwellings. He would rather not move the names of any members of the sub-committee as he suggested that he himself should serve on the committee, but he ventured to suggest as suitable members the President, Dr. Pearce, Mr. Lau Pak, Mr. Rumjahn and himself. He thought they would be able to discuss this matter thoroughly and he hoped they would be able to advise the Government to make such amendments in section 154 as would preserve what was very necessary—the privacy of Chinese family life—while at the same time securing as far as possible such distribution of cubicles on the floors of the houses as would meet to the greatest possible extent those sanitary requirements which they were all agreed were very necessary.

Mr. Hewitt in seconding the motion, said he entirely agreed with Mr. Pollock that it was very unwise to rush too soon into criticisms of an Act newly brought into force, an Act which they all knew perfectly well had been carefully considered by the Government and by many people in the Colony, including the leading property-owners. It was admitted also that the Act would go a long way towards improving the sanitary condition of Hongkong, but it was unfortunately evident that the particular section dealing with cubicles was quite impossible. Therefore he thought Mr. Pollock's proposal an eminently reasonable one, and trusted the Board would agree to accept it and to appoint the members named as a sub-committee to consider this extremely complicated question.

Mr. Fung Wa Chun supported the motion, and said it was necessary to have a sub-committee to recommend amendments that were urgently needed. The wholesale abolition of cubicles would have a severe effect on their welfare; for it would simply tend to drive all the respectable families from their midst.

The Vice-President suggested that before any further steps were taken the scope of the resolution might be somewhat limited. Mr. Pollock's remarks had had special reference

to cubicles, and it appeared desirable to insert something to that effect.

Mr. Pollock did not think it desirable to limit the resolution, because they might possibly have to consider other matters more or less connected with cubicles. They had better leave the motion general otherwise they might have to go back to the Board for a further mandate.

The Vice-President thought that the words "more especially with reference to the question of the provision of cubicles in dwelling-houses," or something to that effect, should be inserted.

The President—More especially with reference to section 154.

Mr. Pollock—I would rather not limit it to that extent.

The Vice-President—More especially with reference to cubicles in dwelling houses, or something to that effect.

Mr. Pollock—I don't think there is any object in limiting the resolution. The sub-committee might be trusted to keep to certain points.

The President—It is somewhat wide in its scope, but I gather from Mr. Pollock's remarks that it is intended to apply to the cubicle question.

Mr. Pollock—Yes; more especially to the housing question.

Mr. Hewitt—I think the sub-committee appointed will not go out of their way to enlarge their labours unduly.

The motion was put to the meeting and carried.

The President nominated the following as members of the sub-committee—Mr. Pollock, Mr. Rumjahn, Mr. Lau Chu Pak, Dr. Pearce, and the President.

Mr. Hewitt seconded.

Mr. Lau Chu Pak suggested the inclusion of Mr. Fung Wa Chun's name.

The President—I think five are quite sufficient.

Mr. Fung Wa Chun—Yes, I think so; five are quite enough. (Laughter.)

The constitution of the sub-committee as suggested by the President was approved of.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 1st August, 1903, at 11 A.M., at their

SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE, Comprising—SINGLE AND DOUBLE IRON BED-STEADS, TEAK-WOOD OVER-MANTEL WITH BEVELLED GLASS WARDROBES, WRITING DESK, TIENTSIN CARPETS, CROCKERY and GLASS WARE, VASES, &c., &c.

ALSO One SEMI-GRAND PIANO by John Broadwood & Sons, London, One BAGATELLE-TABLE, One TYPEWRITER, One SNAKE SKIN.

AND One HAMMERLESS 12-BORE FOWLING PIECE, by W. Carter, Birmingham, (in good Order and Condition).

TERMS:—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 31st July, 1903. [9136]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 4th day of August, 1903, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One LOT OF CROWN LAND, at Conduit Road, in the Colony of Hongkong, for a term of 21 Years.

PARTICULARS OF THE LOT.

No. of the Lot.	Regulatory No.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
1	10	Adjoining Inland	100 feet by 150 feet	1 1/2	35/6	180

Hongkong, 30th July, 1903. [9106]

Masonic.

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the FREEMASONS' HALL, Zealand Street, TO-MORROW, the 1st August, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 27th July, 1903. [8916]

Intimations.

Relieves the scalding pain at once and CURES all discharges from the genital-urinary organs in either sex in 48 HOURS. Santal-Midy is a specific for Cystitis. Unlike the usual oil of the Bazaar, it is superior to Co. paiton, Cubebe, or Injections, and causes no inconveniences. Beware of imitations. Each tiny Capsule bears the name MIDY. 8, RUE VIVIER, PARIS.

Intimations.

BANK HOLIDAY.

EXCHANGE BANKS.

IN accordance with Ordinance No. 6 of 1875 the Exchange Banks will be CLOSED for the Transaction of Public Business, on MONDAY, the 3rd August. Hongkong, 29th July, 1903. [9036]

THE LONDON DRAPERY STORE, HONGKONG.

THE above will be opened as soon as the necessary arrangements can be made as an Establishment for the sale of

GENERAL AND FANCY DRAPERY GOODS

suitable for the climate, and will be fitted with the

NEWEST MODERN FIXTURES AND FITTINGS

as now used in the Great Bon Marchés of Paris and London.

Further particulars will be given later.

Hongkong, 28th July, 1903. [9016]

DON'T BE LATE!!!

AMERICAN WATER MELONS!!!

Are now just in season and beat everything in the market. Come quickly or else the season will be over.

CHING SHAN CHAN, Central Market.

Hongkong, 30th July, 1903. [7776]

THE ROBINSON PIANO Co., LTD.

PIANO CLEARANCE SALE.

THIS SEASON'S PIANOS, as under, must be sold to make Room for New Stock. 100 Pianos to arrive about October.

	Est. Selling	Est. Selling
SQUIRE (Owner's Property).....	\$350	
SCHIEDMEYER, Upright.....	\$650	400
HOPKINSON.....	550	300
RUSSELL, Transposing.....	750	350
ROBINSON PIANO CO., LD., Transposing.....	760	500
RUSSELL, Transposing.....	775	500
APOLLO (Secondhand) Horizontal Grand.....	900	100
SPAETHIE, Upright Grand.....	575	490
CHAPPELL, Secondhand.....	675	225
KRELL, (Secondhand), Concert Upright Grand.....	800	450
NEEDHAM, (Secondhand), Upright Grand.....	800	450
ROBINSON PIANO CO., LD., Cottage.....	475	400
ROBINSON PIANO CO., LD., Cottage.....	475	400
BROADWOOD.....	600	475
ROBINSON PIANO CO., LD., Do.....	650	450
Do.....	300	150
BORD, Pianette, (Owner's property).....	285	
ORCHESTRION.....	900	150
SCHIEDMEYER, (Secondhand).....	600	250
ROSENKRANZ.....	450	390
WERNER, Upright Grand (owner's property).....	—	450
RACHALS, (Secondhand).....	750	400

MUSIC CLEARANCE SALE. Popular Songs, Piano and Violin Solos, Classical and Dance Music 3 copies for \$2. Song Folios containing over 100 songs by well known composers..... \$1 each. Operas by Sullivan, deKoven, Planquette, etc., Slightly Soiled Scores..... \$1 each. Collections of Songs by Glover, Gatty, Roedel, etc..... \$1 each. Musical Sketch Books, Pianoforte Recreations..... \$1 each.

DANCE ALBUMS, SONG FOLIOS, &c. Also our Stock of SMALL MUSICAL INSTRUMENTS at reduced rates.

Clearance sale, till September only, to make room for new Stocks coming to hand. Hongkong, 1st July, 1903. [4156]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAUHEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM WHISKY, &c.

P. & O. SPECIAL LIQUOR-SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. Hongkong, 14th May, 1906. [48]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 26, Connaught Road Central, Hongkong, 9th February, 1903. [46]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BOMBAY MARU.....	MOJI, KOBE and YOKOHAMA.....	FRIDAY, 7th Aug., at Noon.
T. Murai.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SATURDAY, 8th Aug., at Daylight.
SANUKI MARU.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 11th Aug., at Daylight.
W. Townsend.....	BOMBAY, VIA SINGAPORE and COLOMBO.....	TUESDAY, 11th Aug., at Noon.
INABA MARU.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 11th Aug., at 4 P.M.
KAGOSHIMA MARU.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 11th Aug., at 4 P.M.
K. Kori.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 11th Aug., at 4 P.M.
IYO MARU.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 11th Aug., at 4 P.M.
C. H. Butler.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 11th Aug., at 4 P.M.
KUMANO MARU.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 11th Aug., at 4 P.M.
E. W. Haswell.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 11th Aug., at 4 P.M.
KASUGA MARU.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 11th Aug., at 4 P.M.
W. S. Hunter.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 11th Aug., at 4 P.M.
IZUMI MARU.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 11th Aug., at 4 P.M.
M. Yagi.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 11th Aug., at 4 P.M.

Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI, Acting Manager.

Hongkong, 30th July, 1903.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 1st August, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 31st July, 1903. [4]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers, Tons, Captains, 1903.

Steamers.	Tons.	Captains.	1903.
Victoria.....	3,502	J. Patton.....	Aug. 15
Pleides.....	3,753	F. G. Purington.....	Aug. 15
Olympia.....	2,837	J. Truebridge.....	Sept. 10

Steamers marked (*) have no passenger accommodation. The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Service. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 20th July, 1903. [874d]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 13th October, 1902. [1116d]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 11th August, 1903, at 1 P.M., the Company's Steamship "YARRA," Captain Seller, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

SCOTCH
WHISKY.

WATSON'S
CELEBRATED
BLEND

VERY OLD LIQUEUR

SCOTCH WHISKY.

A blend of the finest WHISKIES
Distilled in SCOTLAND, of great age, very
fine and mellow.

Pronounced by Connoisseurs to be the
BEST BLEND in the FAR EAST.

The following are also recommended,
and are unsurpassed in quality:—

A.—THORNE'S BLEND ... \$12.00

B.—GLENROSCY, MELLOW
BLEND, a fine 'SODA'
WHISKY of great age ... 12.00

C.—ABERLOUR-GLENLIVET ... 13.50

D.—H.K.D. BLEND OF THE
FINEST OLD MALT SCOTCH
WHISKIES ... 16.00

A. S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

TELEPHONE NO. 236.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTROPLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [283]

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

A. 1 Code.
Liebert's Standard Code.
TELEPHONE, 232.

Hongkong, 20th March, 1903. [355]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in
the HONGKONG TELEGRAPH should be
addressed to the Editor, 1, Des Voeux Road,
and should be accompanied by the Writer's Name and
Address.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$10 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of
the world is 30 cents per quarter.
Single Copies Daily, 10 cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 31, 1903.

LOCAL AND GENERAL.

As extended report of the Sanitary Board meet-
ing is printed on the third page.

At LeMunyon's you can get the famous Follet
Numbering Machine.—*Advt.*

No plague cases were notified during the
twenty-four hours ended at noon to-day.

The number of text books required for use in
the various schools in Japan is 29,850,000.

It is stated that Mr. John Barrett has been
appointed U. S. Minister to the Argentine
Republic.

The *Shang Hai*, the first of the Hunan Steam-
ship Co.'s boats, was to be launched at Osaka
on 22nd inst.

All army and navy officers of high rank have
been prohibited leaving Tokyo during the
vacation term this year.

It is reported that amongst small shopkeepers
at Penang, there is a great prejudice against
Mexican dollars and that some dealers absolutely
refuse to accept them.

MR. JOHN FOREMAN, author of the standard
work on the Philippine Islands, has written an
article for the *Encyclopedia Britannica* on the
cause of the Philippine Rebellion.

ACCORDING to an arrangement made between
Japan and Russia, the transmission of the mails
from Tokyo to St. Petersburg will now take
only 22 days instead of 24 days, as hitherto.

For shooting "beat in" while an Indian
constable was arresting another constable for
stealing a duck, a Chinaman had to pay \$5 or
go to prison for seven days with hard labour.

THE private promenade concert on the lawn of
Pagoda Bungalow, Kowloon, to-morrow evening
promises to be a great success, as nearly
all the invitations have been accepted. A
stage has been erected and the grounds will be
illuminated.

Stanford's library paste, the best on earth.
Never spoils or gets dry. LeMunyon's, 31, Des
Voeux Road.—*Advt.*

THE *Mindanao*, the thirteenth of a series of
small craft being built for the United States
government by the Fairbank-Buyd & Company
shipbuilding works, was completed last week
and was successfully launched Saturday after-
noon from the Company's ways.

A MARRIAGE has been arranged, and will take
place in India, between Captain T. G. Pea-
cocke, A.V.D. Remount Department, India,
eldest son of the late Mr. John Peacocke, of
Limerick, and Zoe, youngest daughter of the
late Mr. Robert Crawford McMurdo, of Hong-
kong.

THE *L. & C. Express* learns that a telegram
has been received from Singapore announcing
that the Chamber of Commerce has petitioned
the Government to prohibit the importation
of Mexican dollars, presumably forthwith. The
Government has not seen its way to comply
with the request.

THE *Sin Wan Po* gathers that the report of
Sir Robert Hart containing recommendations to
the government in the future currency of
the Empire has been memorialized to the
Throne by the Waiwup in relations, but it is
not definitely known whether the Throne will
carry out the proposals.

AMONGST those invited to the State dinner at
the Colonial Office given by the Secretary of
State in celebration of His Majesty's birthday
were:—Sir Cecil Clementi Smith, G.C.M.G., Sir
William Des Voeux, G.C.M.G., Dr. Patrick
Manson, K.C.M.G., Mr. Hugh Clifford, C.M.G.,
and Major M. Cameron, C.M.G.

STEAMERS of the great French lines appear to
be using Antwerp harbour more frequently
than formerly. Recently the Messageries
Maritimes boat *Himalaya* loaded a cargo there
for the Far East, and the *Amion* of the Com-
pagnie Est-Asiatique Française shipped a cargo
of railway material for China.

THE Board of Trade are in receipt, through
the Foreign Office, of a report from H.V.
Consul at Peking, in the course of which it is
stated that a light railway, one metre gauge, is
being built from Kuangchowwan to Mei'u in
Chinese territory a distance of about 12 miles.
This the Consul adds, is presumably the com-
mencement of the line through the Yülin dis-
trict to some point on the West River, which
forms a part of the grand railway scheme
planned by the Indo-Chinese Government.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

LeMunyon has rubber stamp daters, the best
kind.—*Advt.*

Orders by mail promptly attended to when
sent to LeMunyon, P.O. B. 368.—*Advt.*

CAPT. and Mrs. Arnhimut left for Japan by
the N. Y. K. s.s. *Kumakura Maru* to-day.

THE *Ping Ping* states that Kang Yu-
Wei arrived at Penang on July 20th by the
Pentakola and is staying with Mr. Khoo Jar
Tee.

THE negotiations between the American and
the Chinese Governments in regard to the
opening of different places in Manchuria have
been very successful.

Take your Kodak developing and printing to
LeMunyon's, 31, Des Voeux Road.—*Advt.*

THE Hon. Treasurer of the Alice Memorial
and Netherlands Hospitals begs to acknowledge
with thanks the following donation to the
funds of the Hospitals:—
Ho Nghoh Lau ... \$5

SOUTH China ports are to be avoided by the
Japanese training fleet which was recently
reported as leaving Thursday Island, and going
direct to Manila, thence to Cienfuegos.
The squadron is expected to reach Yokosuka
the latter part of August. The reason assigned
for the change of route is the prevalence of
plague in southern ports.

REGARDING the recent discussion in the
Chamber of Commerce on the prohibition of
immigration of coolies from Hongkong, the
Strait Times says that in Singapore they have
little or no assistance to expect from Hongkong
in the matter. "The only course left would
seem to be to impose a more strict quarantine
on all vessels arriving thence and if Hongkong
suffers thereby it is naturally her own fault."

A BERLIN wire of 24th July reports that the
Salver Committee assembled there has passed a
resolution in regard to a unity of the Chinese
coins. It is therein stated that it would be
desirable to make silver coins legal tender in
China and necessary that the exchange be-
tween silver and gold should be fixed. The
American and Mexican committees are much
satisfied with the reception which they have
had in Berlin.

VERSVIUS is again in action. The lava is
moving in the direction of Pompeii.

By kind permission of Major Radcliff and
Officers of the Band of the 3rd Burma Infantry
will play at the Hongkong Hotel to-morrow
(Saturday) evening from 8 to 9.30 p.m.

PROGRAMME.
March—With Sweet Carols ... Catherine
Entrance—La Lettuce Manon ... Gilbert
Selection—Dandy Dan ... Blanche
Corteo—Eine Nacht in der Schweiz ... Hans
Selection—Florida ... Leslie Stuart
Valse—Parfums d'Or ... Edgar
March—Salut d'Amour ... Edgar
God Save the King.

SAYS the *Santa News* of July and—No other
Company will oust the popular P. and O. from
their mail contract. A much higher rate of
freight will be the leading feature of the new
contract, and the Company are evidently of
this opinion, for four new steamers are building,
ranging from 10,000 to 15,000 tons, and from
12,000 to 15,000 horse-power. This will give
the Company to large steamers able to land
the mails in Bombay within 12 days of London.
Every one with a sense of the benefits which
accrue from the contract remaining with the
P. & O. wishes that the Company will secure
the contract and go on and prosper.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by
Correspondents in this column.]

CRUELTY TO ANIMALS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
Sir,—I believe that every one who has any
feeling for dumb creatures will hail with satis-
faction the accomplishment of an organisation
such as is suggested by Mr. Hewitt for the pre-
vention of cruelty to animals. Is it premature
for anyone to suggest to the promoters of such
a society to embody in its rules and regulations
a severe punishment for such person or per-
sons who ruthlessly slaughter any animal or
bird for mere sport? The mere pleasure of
shooting an innocent dumb creature which is
accepted by the civilised world as "good sport"
at such an advanced state of civilisation when
we pride ourselves to be better than our
ancestors in prehistoric times, is proof enough
that we yet retain some of their barbarities
which we profess to be ashamed of to speak.
Thanking you for inserting the above sug-
gestion in your valued paper.—Yours faithfully,
D. S. G.

Hongkong, 31st July, 1903.
THE HONGKONG ELECTRIC
STREET TRAMS.

The work of laying down the lines for the
new street tramways is progressing well, about
two and a half miles of rail being already com-
pleted, while other important stretches are
within sight of that goal. In some parts of the
way the work of removing the trees to the side
of the road appears to be causing some delay.
The power station at Bowington is also well
advanced, and it will not be long before the
roof is put on, while the beds for the engines
are now being placed in position. The trolley-
wire poles are being erected in some parts of
the city. When complete the service will
comprise 26 cars, 10 for Europeans and 16 for
natives. The former will carry 32 and the
latter 44 passengers. The total length of the
cars will be 29 feet and maximum width 6 feet
6 inches, and they will be lit with electricity.
—N. C. D. News.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was
held this afternoon in the Council Cham-
ber. There were present:—His Excellency
the Governor (Sir H. A. Blake, G.C.M.G.),
His Excellency Major-General Sir W. J.
Gascoigne, K.C.M.G., (Officer Commanding
the Troops), Hon. F. H. May, C.M.G.
(Colonial Secretary), Hon. Sir H. S. Beke-
ley, Kt. (Attorney General), Hon. Dr. J. M.
Atkinson (Principal Civil Medical Officer),
Hon. Commander R. M. Rumsey, R.N.
(Harbour Master), Hon. A. M. Thomson,
(Colonial Treasurer), Hon. W. Chatham, (Director
of Public Works), Hon. Sir C. P. Chater, Kt.,
C.M.G., Hon. R. Shewan, Hon. Gerstom
Stewart, Hon. C. W. Dickson, Hon. Dr. Ho
Kai, Hon. Wei A. Yuk and Mr. R. F. Johnston,
(Acting Clerk of Councils).

MINUTES.

The minutes of the meeting held on 20th
inst. were read and confirmed.

FINANCIAL.

The Colonial Secretary laid on the table
Financial Minutes No. 28 to 34 and moved that
they be referred to the Finance Committee.

The Colonial Treasurer seconded and the
motion was agreed to.

The Colonial Secretary laid on the table the
report of the Finance Committee (No. 6) and
moved its adoption.

The Colonial Treasurer seconded, and the
motion was carried.

PAPERS.

The Colonial Secretary laid on the table the
report of the D. P. W. for the year 1902, and
consequently recommending the proposal to
remove the Naval Yard.

QUESTIONS.

The Hon. R. Shewan asked—Has the re-
commendation of the Public Works Com-
mission that the following additions be made
to the Public Works Staff, viz.—2 Executive
Engineers, 1 Assistant Engineer, 5 Overseers,
1 Clerk, been carried out, and if not, why not?

The Colonial Secretary—The answer to
the hon. member's question is as follows:—
The whole of the staff recommended by the
Commission on which inquired into the Public
Works Department has been appointed with
the exception of one assistant engineer for
maintenance work and one overseer for roads
inside the City. The increase of the staff re-
commended by the Commission was based on
the assumption that a sum of nearly \$800,000
would be spent annually on public works ex-
traordinary. With the large expenditure on
water-works, part of which are being carried
out by a private firm, it is not contemplated
that the Colony will be able to spend so much
as was contemplated for public works exclusive
of water-works. Therefore a smaller staff than
what was recommended appears sufficient.

"VICTORIA DAY."

The Attorney General moved the first
reading of a Bill entitled An Ordinance to set
apart a holiday to be known as "Victoria Day"
in loving remembrance of Her Most Gracious
Majesty the Queen Victoria.

The Colonial Secretary seconded, and the
Bill was read a first time.

SERVANTS AND INTRUDERS.

The Attorney General moved the first
reading of a Bill entitled An Ordinance to pre-
vent intrusion by persons other than the ser-
vants of the occupier of premises into the
portion of such premises used as 'servants'
quarters.

The "objects and reasons" for the bill state:—
To check the growth of the habit at present
largely indulged in by servants of introducing
into the quarters provided for them by their
masters, outside coolies and others who in most
cases pass the night there. The result is that
these servants' quarters are frequently over-
crowded at night to an extent which renders
the occupier of the premises liable to be prose-
cuted. This Ordinance makes it a punishable
offence for outside coolies and other persons
not in the employ of the occupier of premises to
occupy, without his permission, quarters which
he has provided for his own servants only.

The Colonial Secretary seconded.

Bill read.

LEGAL EXPENSES.

The Attorney General moved the first
reading of a Bill entitled An Ordinance to pro-
vide for the Recovery of Costs and Charges
incurred by the Colony by and on behalf of
imbecile persons introduced into the Colony.

The Colonial Secretary seconded.

Bill read.

THE WATER SUPPLY.

The Attorney General moved the first
reading of a Bill entitled An Ordinance to re-
peal The Waterworks Consolidation Ordinance,
1902, and to provide for and regulate the
Supply of Water in the Colony of Hongkong
and for the Maintenance and Repair of the
Works in connection therewith.

The "objects and reasons" state:—

The Waterworks Consolidation Ordinance
(No. 29 of 1902), which provided for the dis-
connection of all services to tenement houses,
except in special cases, and the supply of such
premises with water from public fountains
placed in the streets and lanes, did not meet
with the approval of the Secretary of State for
the Colonies and instructions were received to
modify its provisions in such a way as to enable
the services to be retained whilst facilities were
to be afforded for controlling the supply of
water in case of need. This has been done by
providing in the present Bill for the supply of
practically the whole of the City portion of
the city through "rider-main" s. These are
subsidary mains, to which all the services to
the houses near which they are laid will be
connected, and as they can be shut off by
means of valves from the principal mains, the
supply of water to the houses can be restricted
to any extent considered necessary without
shutting off the water from the city generally
as has to be done at present. The powers of
restriction are vested in the Water Authority,
subject to the general control of the Govern-

ment. The areas within which the "rider-
main" system is to be applied are to be defined
by the Governor-in-Council and, when an area
has been so defined, all services to tenements
within it will be disconnected from the principal
mains and connected to the "rider-main" as
they are laid, unless the Governor-in-Council
expressly allows any tenement to retain its ser-
vice connected with the former. This is neces-
sary to provide for premises in which any trade
may be carried on, for which a constant
supply of water may be practically essential, or
which, for other reasons, it may be considered
desirable to exempt from the "rider-main"
system. The cost of constructing the "rider-
main" and making the necessary alterations
in the services will be charged against the
owners of the various tenements within the
areas defined by the Governor-in-Council.

Outside the areas defined by the Governor-in-
Council and in all cases of exemption within
these areas, all services are to be provided with
meters. This is merely an extension of the
system which has been in force outside the
City of Victoria for a number of years past.
In the Hill District and in Kowloon all supplies
through services to private premises are at
present metered. In the case of metered
supplies an allowance of water in proportion to
the rateable value of the premises will be given
in respect of the water rate, which is included
in the general rates, but all water used over
and above that allowance will be charged for
as "excess consumption." This, it is hoped,
will conduce to the prevention of waste, which
is the chief object aimed at in this Bill, as it
was also in that which it is intended to replace.
In periods of scarcity of water, the intermit-
tent system of supply will be put in force in the
"rider-main" districts only, and as it will be
possible to afford every tenement a supply
within a very brief period, it is believed that
the necessary economy in the consumption
will be effected without extending the system
to the City generally. This will enable the oc-
cupiers of premises which are supplied by
meter to enjoy a constant supply of water and
it will also provide means for dealing with out-
breaks of fire, as all the principal mains will be
constantly charged with water. Until the
"rider-main" have been applied to a consider-
able portion of the City, it may be necessary to
revert to the universal application of the inter-
mittent system as his hitherto, but it is hoped that,
with their application over an extended area,
this will become unnecessary.

The Colonial Secretary seconded.

H. E. Major-General Gascoigne inquired
whether the Bill had been submitted to Mr.
Chadwick.

H. E. the Governor said he did not know,
and observed that such a course was unneces-
sary.

H. E. Major Gascoigne thought it was his
duty to point out some of the remarks made to
him by Mr. Chadwick just after the water
famine of last year.

The Colonial Secretary and the Attorney
General rose to a point of order.

H. E. ruled that the hon. member was in
order.

Major Gascoigne, continuing, said that H. E.
was absent from the Colony at the time, and he
(Major Gascoigne) had the honour to adminis-
ter the Government during the period of an-
xiety consequent upon the drought. The water
question was looked into early in February so
they were not caught napping in that respect,
but the drought continued until about the first
week in May. The Council gave him a free
hand and assisted him in every possible way
with their advice in Council, and he was proud
to say the public in Hongkong showed great
loyalty and forbearance when the terrible
burden was placed upon them. The reservoirs
were almost dry, but rain fortunately came, and
by the dispensation of Providence they were
spared a very serious calamity. Mr. Chadwick
was with him nearly the whole time and when
the famine was over told him that he (the hon.
member) had the opportunity of his life as
when he (Mr. Chadwick) came to the Colony
years ago and made the reservoirs there
was at that time an officer administering
the Government, and it proposed that the
water should be cut off from Chinese tenement
houses to prevent waste. The matter then
met with an enormous amount of
opposition, and Mr. Chadwick felt that to
throw upon an acting Governor, who was not the
same thing as a real Governor, the responsibility
of an unpopular measure, when it was not
perhaps absolutely necessary, was a hard thing,
and therefore he recommended the Acting
Governor of that day not to stave the matter.
Mr. Chadwick said to him, "You have had
this famine, everybody has suffered from it
and everybody has only been on post as it
were. Now is your time to strike and to make
an ordinance to prevent waste. As long as
you do not positively prevent the waste of
water that goes on you will never have
sufficient even though you make Hongkong
one vast reservoir, but I tell you if you can
check the waste that goes on in the Chinese
houses you will have sufficient water in
ordinary seasons even without any fresh re-
servoirs." The hon. member said he was very
much impressed by those remarks and met the
Council. The matter was thrashed out in com-
mittee meetings and an Ordinance was eventu-
ally passed that was now to be repealed. He
personally felt proud of the very insignificant
part he took in the matter, and thought they
had accomplished a work which would be of
vast benefit to Hongkong. He was aware that
the Sec. of State did not approve of the
Bill as originally passed, and respectfully sub-
mitted that the answer should be: "There is
no other way to prevent waste. Ask Mr. Chad-
wick, the expert, that you, yourself, sent out;
ask him his opinion," and, "concluded the
hon. member, "I shall be prepared myself to
abide by the reply, but I am to move a resolution
I move that the Bill be not read a first time."

Hon. Shewan rose.

H. E. the Governor pointed out that before
the discussion went any further observations
should properly be made on the second read-
ing of the Bill, which was really not before the
Council until it had been read a first time. It
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TELEGRAMS.

(Reuter's.)

The London Education Bill.

LONDON, 29th July.

The London Education Bill has passed its second reading in the House of Lords.

Somaliland Blue Book.

A Blue Book on the Somaliland expedition contains a despatch from General Manning declaring that Col. Plunkett's disaster was due to disobeying Col. Cobbe's orders; Col. Plunkett paid the penalty of disobedience with his life.

LATER.

Australia and the Mail Contracts.

The Australian Commonwealth, replying to Mr. Chamberlain, have declined to reconsider their decision regarding the non-employment of seamen in mail steamers, insisting that they are acting for the preservation of purity of race and encouragement for the recruiting of British seamen.

The Sugar Convention.

In a debate on the Sugar Convention, Mr. Gerald Balfour said there was every reason to believe that Austria and France would bring their systems into accord with the provisions of the Convention, and that the only countries on which it might be necessary to apply the penal clause, were Russia, the Argentine Republic, Chili and Peru. He thought the Convention would result in a period of moderate and stable prices which would enable the West Indian planter to earn a living wage.

(N. C. D. News.)

The Campaign in Somaliland. A Satisfactory Decision.

LONDON, 25th July.

At the request of the Imperial Government, the Government of India has taken over the entire transport and ordnance arrangements in Somaliland.

Mr. Brodric's Military Works.

LONDON, 25th July.

The Military Works Bill has passed its second reading in the House of Commons.

All Quiet in Japan.

TOKYO, 26th July.

There is no basis whatever for the alarmist telegrams published in England in reference to Japanese preparations for war.

There is certainly a growing indignation among the Japanese at Russia's proceedings, but the nation and Government are calm.

DEPARTURE OF S. S. "PEMBROKE" FOR HONGKONG.

FOR HONGKONG.

The ship line steamer *Pembroke* after having had her hull temporarily patched in the International Dock at Shanghai was undocked last Saturday afternoon and berthed alongside the C. M. S. wharf. She left for Hongkong yesterday afternoon in tow of Messrs. Butterfield & Swire's s.s. *Whanpo*, and may be expected in port on or about Tuesday next. Capt. F. C. Everett is on board of the *Shire* boat as pilot. Upon her arrival she will go into dock where the extensive repairs necessitated by her recent stranding on the North Saddle will be carried out.

MORE SPURIOUS BANK NOTES.

On Saturday afternoon a Japanese named Sadakichi Okamoto arrived in Shanghai from Hongkong on the T. K. K. steamer *Amerita Maru*. He immediately went into a cash shop in the Broadway and asked for change for some spurious notes. The cash shop owner was suspicious, but before the arrival of the policeman the Japanese ran away leaving the notes in the shop. The man was subsequently arrested and taken to the Hongkong Police Station. All the notes, to the number of seventy-one, were found after due inspection at the Russo-Chinese Bank there, were pronounced counterfeit. The man was taken to the Japanese Consulate-General where he is kept a prisoner. The date of trial is not fixed, but it will take place within a few days.

The native cash shopman further brought in ninety-six of the forged notes to the Consulate-General and told the Japanese Inspector that these additional notes were also presented by the same man, but this statement is doubted by the Japanese authorities.—*China Gazette*.

THE CANTON-HANKOW RAILWAY.

The *Universal Gazette*, which belongs to Mr. Willis Grey, the Engineer-in-Chief of the American Development Company, says that though the agreement regarding the Hankow-Canton Railway has already been signed by the Chinese Government and an American syndicate, though the work has already been commenced, both Russia and France have recently come forward to try to take the railway under their control, utilizing certain Belgians as stalking horses with this object. A certain Chinese high official (presumably Sheng Kung-pao) is also desirous that the Belgians should control the line, and he has already ordered Sir Cheng-tung Liang Cheng, the Chinese Minister to the United States, not to countersign any more of the bonds issued in the United States, in order to embarrass the American Company and prevent it carrying out its contract.

GENERAL Kuratopkin, in laying the foundation of a Port Arthur cathedral, said that Port Arthur was becoming inaccessible to all enemies, so matter how numerous or whence they came.

ASK for ASAHI JAPANESE BEER—G. Giraull.

THE ADMIRALTY DOCKYARD EXTENSION.

At the meeting of the Legislative Council this afternoon, a sessional paper (No. 25 of 1903) was laid on the table. It contains the official correspondence respecting the proposal for the removal of the Admiralty dockyard extension works from their present site. The correspondence has already appeared in our columns with the exception of two letters, dated respectively, 8th April and 22nd July, 1903, from H. E. the Governor to the Secretary of State for the Colonies. They are in the following terms:—

Government House,

Hongkong, 8th April, 1903.

Sir,—I have the honour to forward a petition addressed to you by a Committee representing the entire community of Hongkong. I enclose the report of a deputation that waited upon me on the subject by which you will see that I entirely agreed with the views of the deputation and undertook to commend the prayer of the petition to the favourable consideration of His Majesty's Government.

2. As will be observed from the terms of the petition, in the event of the decision of the Lords of the Admiralty to meet the wishes of this Colony a site can be offered on the island of Hongkong equally defensible, with ample room for expansion, and at which a Dock begun now would probably be finished at smaller expense and in less time than it will take to complete the Admiralty Dock now in process of construction, while the cost of the transfer will be borne by the Colony.

3. Apart from the arguments set forth by the petitioners, I venture to submit that the whole question of a Naval Dock at Hongkong is worthy of careful consideration by My Lords of the Admiralty. The Hongkong & Whampoa Dock Company have at present five dry-docks besides three slips. In one of these docks H.M.S. *Powerful* has been docked. The Company is prepared, if the Naval authorities desire it, to construct another dock capable of accommodating the largest vessel afloat, they are prepared to supply the Dock with the latest improvements in machinery and to lay down a plant capable of dealing with any repairs that could be required for H. M. Ships and to give to the Naval authorities perpetual right of priority. Messrs. Butterfield & Swire are also at present constructing a dock of the largest size. I venture to say that with such docking facilities existing and prospective the repairs of His Majesty's Ships would be executed in an entirely satisfactory manner and at a very substantial saving to the Imperial Government. The Dock Company have thoroughly efficient staff with the best appliances and there is constant work, while a Naval Dockyard must have an expensive establishment always at full strength while it is impossible that the work required for the Fleet on the China Station will keep the Dock fully occupied all the year round. The annual expenditure involved is very considerable and I would urge upon the Lords Commissioners of the Admiralty the advisability of sending out a Commission to inquire on the spot into the important questions involved. There is in Hongkong capital and enterprise sufficient to carry out any scheme of docks that His Majesty's Government may decide to be necessary.—I have, etc.

H. A. BLAKE,

Governor.

The Right Honourable Joseph Chamberlain, H. M. Principal Secretary of State for the Colonies, &c., &c., &c.

TELEGRAM FROM THE GOVERNOR OF HONGKONG TO THE SECRETARY OF STATE FOR THE COLONIES, DATED THE 9TH APRIL, 1903.

Petition signed most influentially forwarded by next mail asking appointment of Royal Commission investigate question of dock extension of Naval Yard. Petition proposes to provide better site on island without additional expense Imperial Government. This is telegraphed at special request. Cordially endorse prayer.

BLAKE.

Government House,

Hongkong, 22nd July, 1903.

SIR,—I have the honour to acknowledge the receipt of your despatch No. 214 of the 5th ultimo from which it appears that, owing to the onerous conditions imposed by the Admiralty, it will be impossible to transfer the Naval Dockyard to a new site.

2. This information has been received by all sections of the resident community with much regret.—I have, etc.

H. A. BLAKE,

Governor.

The Right Honourable The Secretary of State for the Colonies.

THE LONG TRAIL.

A DAY AT HONGKONG.

Once again, after days of lonely voyaging through blue ocean solitudes, the faint shapes of distant hills appear one fresh breezy morning; and you go on deck to find the ship steaming between high green-clad islands towards a medley of mountains beyond. The air is crisp and exhilarating. The sea is dotted with brown-sailed junks. Lines of white surf are breaking on the island shores. The atmosphere has something of the clearness after rain, and the sky has deepened to a tender hue than the palest steel-blue you have grown so weary of. Even in May, the approach to Hongkong on a fine morning brings back memories of summer seas in northern latitudes, and makes you forget for a space that you are still in the tropics. You feel, as a light wind fans your cheek, and you watch the junks labouring over the dancing waves, that at last you are entering a zone where it is possible to make holiday. Gone is the languorous stillness of Penang, the oily sea of the Straits, the

clammy enervating heat of Singapore. Here, where the hills proffer an earnest of coolness, life again becomes livable; and you are moved to envy the fortunate people of Hongkong, who dwell amid such an environment, and do not know when they are well off.

If you happen to be revisiting Hongkong after a prolonged absence, you stare, as the vessel skirts the long steep slopes that lead upward to the Peak, to see how the place has grown in the last few years. Your eye lights on a little building clinging to the edge of a spur high above you, where you were wont to sit of a morning and look down upon green valleys without a single habitation. Now you see new roads hewn in the mountain side, and new houses planted about, and signs of expansion everywhere. It is the same when you traverse the narrow channel between Green Island and Victoria, and enter the beautiful harbour. The hand of the builder is visible all along the shore and the lower slopes. And as you turn towards the mainland, and mark the long rugged line of the heights behind Kowloon, you remember that years ago the authorities used to discuss whether those high ridges might really be made a menace against the colony. Now they have been leased to Great Britain, and with them a great tract of land has passed into our possession. The curious thing is that, unless one's recollection is gravely at fault, it was the military experts who used to clamour for an extension of the Kowloon frontier, and to talk of forts upon hill-tops; but nothing seems to have been done to strengthen the defences of the colony in that direction. Perhaps it is now considered unnecessary to do so; yet the former chiefs of the garrison did not appear to think so.

The *Masthead* passes slowly along the harbour towards the wharf at Kowloon, through dozens of sampans and junks and steam launches. The smart launches of Hongkong are famous all over the East. Even the hotels possess their own, a species of enterprise impossible in India owing to the customs regulations. Presently, when we are safely moored, and have watched for a space the junks passing to and fro, and the long lines of shipping that throng the waters of Hongkong, a friend comes off in a trim launch and swiftly conveys us ashore. The hospitable portals of the palatial Hongkong Club are always wide ajar for the passing stranger, and in ten minutes we are made free of its precincts. There is a certain spontaneity and promptitude about the hospitality of the Far East that never fails to strike the stranger familiar with the formality and the comparative aloofness of India. The Hongkong Club is a splendid structure, and contains, among other attractions, a library with many thousands of volumes, and a reading room with more newspapers and magazines than the present writer has ever before seen collected under one roof east of Suez.

These little runs on shore form an agreeable break to the monotony of a long sea voyage. Your carner runs with the punctuality of an express train. Days before, you are informed that at such an hour, on such a day, you will arrive at a certain place; and prompt to the minute—if the sea is as propitious as it has been to us—the vessel glides alongside the wharf. You land, and with the aid of patient bank clerks wrestle with the knotted intricacies of the local currency. You do a little shopping, you buy a few photographs and a curio or two, you scribble a note to a friend—in fact, you behave precisely as the Compleat Globetrotter does in every port of call the world over. If you are in this pleasant island of Hongkong, you stare a little at the Chinese swarming in the streets, you scurry about in rickshaws drawn by alert coolies, you seat yourself in a chair slung on a pole, and are carried to take tea with a friend, you stroll to the funicular railway and climb the Peak to look once more upon the magnificent view of the harbour at sunset. And then, as night closes in, you return once more to the Club; and though you are ten thousand miles from home, it will be odd if you do not chance to spy amid the men there some well-remembered friend whom you fancied was far away in England.

Talk in the twilight on the verandah inevitably drifts round, in the end, to local politics. But first you must listen to the equally inevitable explanation that you have struck Hongkong, on a phenomenally cool day. It is a tale that you have heard in every port; but this time you do not smile incredulously, for after Singapore you think Hongkong a refreshing paradise. But your friends point up to the Peak, towering above you, and declare that while for ten days the city at the water's edge has been a Turkish bath, the summit of the mountain has been shrouded in a thick and uncomfortable mist; and they show you the clouds gathering to envelop it again. You preach contentment to them, and think how the great cities of India would rejoice if in ten minutes they could reach an altitude of eighteen hundred feet, with a difference of several degrees in temperature. It is like being able to go from Bombay to Matheran to dine and sleep, in half the time that it takes to reach Malabar Hill from the Fort. Then you hear tales of the horrors of the famine now devastating the province of Kwangsi and horrid whispers of places where human flesh, first devoured in sheer despair, has not been forsaken when rice has become available. Then there is the ever-present plague to be told of, and how Hongkong, after enduring the pestilence intermittently for ten years, has just passed through the worst epidemic it has yet known. In spite of their longer experience, they are only now learning in Hongkong what was realised in India two or three years ago, that in a great Asiatic city plague operations can only be palliative, and that rigorous preventive measures undertaken at heavy cost are ruinous in their financial effect, productive of discontent too serious to be faced, and gravely imperfect in their results. There is talk in some

quarters of large schemes for rebuilding insanitary quarters, and a little destruction has already been accomplished; but to a mere bird of passage it seemed hard to discern where the money was to come from. The prevention of plague remains an insoluble problem; the possibility of its extinction will probably engross science for many a long year to come. Meanwhile one of the few certain dicta is that there is much virtue in disinfection.

Afterwards, you hear of the land revenue questions coming up for settlement in the New Territory. Away around the Kowloon Hills English administrators are for the first time finding themselves in intimate contact with the land system of China. Their experiences sound like echoes of the work of the earliest revenue officers in Bombay and Madras a century ago. Fairly it from me to attempt to describe an undertaking I have not even seen; but they seem to have complications of their own that India knows nothing about. The minuteness of many of the holdings is one of the chief difficulties; in one area alone, two hundred and eighty thousand claims to microscopic patches of land are said to have been recorded. Then the Chinese have a cheerful habit of owning a piece of land in one place, and another ten miles away, which adds to the muddle; and there are certain heads of clans who seem to correspond to zemindars, with a difference, and manage to make confusion worse confounded. The only clear fact I carried away was that very little revenue has been obtained so far; but it is an intensely interesting experiment, of an importance far more than local, so when chaos has been reduced to disorder perhaps someone will tell us all about it.

Finally—need it be said?—we hear grumbles about the rise in rents, and vague forebodings of the days when the rich Chinese would oust the Europeans from the possession of the Peak. To anyone who knows certain cities of India, the forebodings are not vague at all; the handwriting was writ large upon the wall five years ago. Then few people in Hongkong would listen to the warnings of a casual stranger within their gates; now, it is almost a relief to find that they are growing a little apprehensive. For the changes then predicted are coming to pass. The Chinese are growing rapidly in wealth and influence, and some of them delight to live in large houses and outvie the European. They have crept up slowly from the borders of the harbour, until they have acquired many of the houses in the fine terraces immediately above the business city. Soon few of these will remain to the Europeans, and then the Chinese will cast longing eyes at the fine villas on the cool heights of the Peak. They have plenty of money, and can outbid the Englishman, with his diminishing income, his costly trips to Europe, and too often his establishment in two countries at once. When the Chinese start to scale the Peak, they will go there with a rush; and thus it will come to pass that, serene in their lofty retreats, they will look down upon the unforeseeing English sweltering in the city that their forefathers squandered their lives to create as the graves in the Happy Valley bear mute witness. It will be a sight for some Chinese Teufelsdröckh to moralise over, as he sits alone with the stars.

This is no fancy picture. Anyone who has lived in India, with his eyes open, can see it coming in Hongkong. Already, one hears the Europeans on smaller wages—not those born in the colony, but those who have migrated thither with their wives and families—are in some instances living in one or two rooms in tenements in the midst of Chinese. Those with good incomes are finding it increasingly difficult to get houses in cool localities at reasonable rents; soon, if they do not take care, most of them will find themselves shouldered off the Peak altogether. It is all very well for Excellencies and Councilors and People's Tribunes to deblatrate—with one eye on the Colonial Office—fine sentiments about impartiality and Imperial magnanimity and so forth; but one who is not ashamed to be an Englishman first, in this matter of decent dwellings in our tropical possessions thinks first of his own kith and kin. It is all very well for rich bankers and merchants on the verge of retirement to say, "I will last our time; but they should remember also those who will have to come after them." Hongkong is a British achievement. It was a desolate island when Great Britain acquired it. To reserve that portion of the island best suited for the residences of Europeans for their sole use, would involve no injury to the Chinese. Had a single Chinese invaded the Peak so far, and I have held, ever since I first saw Hongkong, that all land above a certain altitude should for purposes of residence—not for ownership of property—be declared a European reservation. The arguments that the Peak is costly to live at, and that there are plenty of good dwelling-houses at Kowloon, do not affect the contention that the Peak should always be kept clear of Chinese. Nor, it may be urged, does the proposed European reservation in the New Territory—which the Colonial Office vetoed—modify materially what has been here set down. A large European quarter in the New Territory might be difficult to defend in an emergency; it would be more remote from the business centres than the Peak, and neither so cool nor so healthy.

Possibly this outburst may cause a smile here and there in Hongkong; but if it were not foredoomed to be forgotten in a day, I do not think it would be smiled at twenty years hence. Future English dwellers in Hongkong will wish that their predecessors had thought a little less about the Navy League, and a little more about themselves and their successors. When all the villas at the Peak are in the possession of rich Chinese, the English of Hongkong will arise and curse the apathy of their brethren who went before them.

It will then be too late. But—it is not too late now.—*Times of India*.

PROCEEDINGS OF THE PUBLIC WORKS COMMITTEE.

At a meeting of the Legislative Council this afternoon the Director of Public Works laid on table the following reports of proceedings of this Committee at meetings held on 11th May, and 13th and 20th July:—

COMPETITIVE DESIGNS FOR POST OFFICE TREASURY, &c.

The designs, 3 in number, were closely scrutinized and, after some discussion as to the best method of procedure, it was unanimously agreed that a comparative statement should first be drawn up, showing, in parallel columns, the requirements set forth in the conditions of competition and the extent to which these were fulfilled by the several designs and that this statement should be forwarded to the heads of departments to be housed in the new building with a request that they would criticize the designs and state which they considered best in point of arrangement as regarded their various departments.

The replies to the request of the Committee for criticism of the designs submitted, which had been received from the various Heads of Departments concerned, were read. The designs were again closely examined, especially with regard to the Post Office arrangements, the access to the offices generally, and some of the principal matters of arrangement affecting the Departments to be accommodated. Members having expressed themselves in favour of the design numbered 2, the description of the proposed building which accompanied that design was read.

Sir C. P. Chater then moved that the design numbered 2 be accepted.

Mr. Shewan seconded.

Carried unanimously.

It was unanimously agreed that the design numbered 1 be awarded the further premium of \$5,000 provided under the conditions of competition.

The Chairman having asked whether there was any other matter relative to the proposed building which Members desired to have laid before the Government.

Mr. Shewan moved that, in view of the great value of the property; the fact that the building is designed to take a fourth storey; and the probability that additional accommodation for some of the Departments to be housed will be required at no very distant date; the building should, in the first place, be constructed four stories in height.

Mr. Dickson seconded.

It was pointed out by Sir C. P. Chater and Mr. Shewan that the building would be more in harmony with those adjacent to it if it were made four stories high.

The motion was agreed to unanimously.

CONVICT PRISON ON STONECUTTERS' ISLAND.

The Chairman laid before the Committee plans which had been prepared for the establishment of a convict prison on Stonecutters' Island and explained that the scheme was capable of being expanded so as to provide ultimately for the removal of the entire Gaol to that place so far as such removal was deemed practicable. He also read the report of a committee appointed in 1901 to consider the question (C.S.O. 1725/1901) and certain recent correspondence between the Colonial Office and War Department on the subject (C.S.O. 5204/1903).

After some discussion, the Honourable Colonial Treasurer moved:—That the Government be requested to have the report of a committee which in 1891 considered the question of transferring the gaol to Stonecutters' Island, together with any subsequent papers bearing upon the question, printed and furnished to this committee.

The Honourable C. W. Dickson seconded. For:—The Hon. C. W. Dickson, Sir C. P. Chater, Kt., C.M.G., the Colonial Treasurer, and the Director of Public Works. Against:—The Hon. R. G. Shewan.

COMMERCIAL.

TO-DAY'S INTELLIGENCE. The following are to-day's closing quotations:—

Banks	...	\$680 s. L'don	£64.10
H.K. & M. St. B.	...	38 1/2	
Indo-China	...	94	
Douglas	...	41	
Shells	...	1.4	
China Sugars	...	94	
Docks	...	213	
Farnham	...	115 1/2	
Land	...	155	
Hotels	...	150	

TO-DAY'S EXCHANGE. ON LONDON, Telegraphic Transfer 9 Bank Bills, on demand 19 1/16 Credits, 4 months' sight 1 9/16 Dime's 4 months' sight 2 9/16 ON BERLIN, Bank Bills, on demand 11.70 ON PARIS, Bank Bills, on demand 2.24 Credits, 4 months' sight 2.24 ON NEW YORK, Bank Bills, on demand 47 1/2 Credits, 30 days' sight 431 ON BOMBAY, Telegraphic Transfer 131 On demand 131 1/2 ON SHANGHAI, Telegraphic Transfer 224 Private 30 days' sight nom. ON YOKOHAMA, T.T. 851 Sovereigns, Bank's Buying Rate \$11 54 Gold Leaf 100 touch, per tael \$60.00 Bar Silver \$25 5/16

OPIMUM QUOTATIONS. To-day's quotations are as follows:—

Per che-	
MILWA NEW	910/950
" LAST YEAR	980/1,000
" OLDEST	1,050/1,070
PATNA NEW	1,037 1/2
" OLD	1,050
BENARES NEW	1,037 1/2
" OLD	1,050
PERIAN (PAPER)	797/830

Advertisements.

POSTPONEMENT. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on SUNDAY, the 2nd August, at 8 A.M.

For Freight or Passage, apply to

DOUGLAS, LARPAIK & Co., General Managers.

Hongkong, 31st July, 1903. [9] 6c

ASK for ASAHI JAPANESE BEER—G. Giraull.

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION. LONG RANGE CUP AND SPOONS.

THERE will be a COMPETITION as above TO-MORROW, the 1st August, commencing at 3 P.M. RANGES—700 and 800 yards. Ten Shots and a Sighter at each Range. MOWBRAY S. NORTHGOTE, Hon. Secretary.

Hongkong, 31st July, 1903. [45]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"VAIETTA" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex S.S. *Victoria*. From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 6th August, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

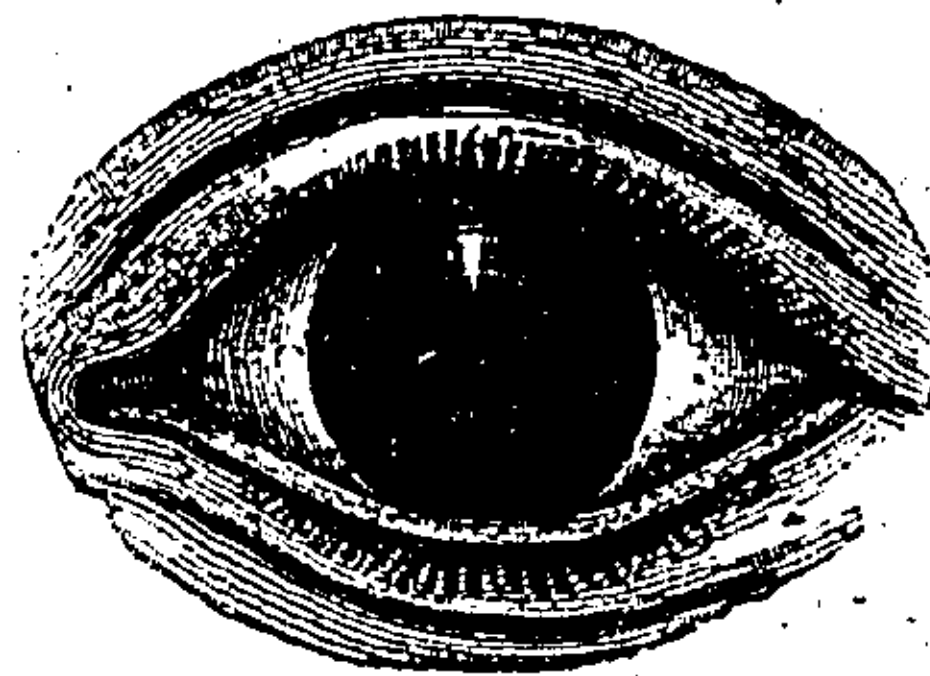
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 31st July, 1903. [4]



N. LAZARUS, OPHTHALMIC OPTICIAN OF LONDON AND CALCUTTA.

SIGHT TESTED.

LENSES for the correction of Astigmatism ground on the premises.

Spectacles and Eyeglasses in all styles and metals.

Consulting Room:

No. 16, Queen's Road Central,

Nearly opposite the Hongkong Hotel with entrance through store of R. Houghton, Tailor.

DAVID BENJAMIN, Manager.

Hongkong, 23rd June, 1903. [6c]



THE POPULAR SCOTCH

IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS, By Appointment to

H. M. THE KING

and HER. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO., Queen's Road, Central. [64c]

ASK for ASAHI JAPANESE BEER—G. Giraull.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 13th August.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 26th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP.	"STENTOR"	On 4th August.
MARSEILLES, L'DON & A'WERP.	"TYDEUS"	On 18th August.
*LIVERPOOL	"DIOMED"	On 20th August.
MARSEILLES, L'DON & A'WERP.	"NESTOR"	On 1st September.
MARSEILLES, L'DON & A'WERP.	"KINTUCK"	On 15th September.
*LIVERPOOL	"PINGSUEY"	On 22nd September.
MARSEILLES, L'DON & A'WERP.	"GLAUCUS"	On 29th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"NINGCHOW"	On 10th August.
all PACIFIC COAST PORTS, via	"DEUCALION"	On 6th September.
NAGASAKI, KOBE and YOKOHAMA.		

S.S. "AJAX" sailed from Victoria, B.C., on the 16th inst. for Japan Ports and Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th July, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"WUOHANG"	1st August.
SHANGHAI	"SINGAN"	3rd "
MANILA	"TSINAN"	10th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN" * 1	10th "
MANILA	"SUNGKIANG"	13th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

M.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st July, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 1st Aug., at 10 A.M.
PERLA	1980	J. McGinty	ILOILO and CEBU	SATURDAY, 1st Aug., at 4 P.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 8th Aug., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 31st July, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, 1903.
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, "
"INDRAVELLI"	4,899	R. P. Craven	Oct. 14, "

* Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOW*	"ANPING MARU"	J. Goto	SUNDAY, 2nd Aug.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	THURSDAY, 6th Aug.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	SUNDAY, 9th Aug.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves	

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co's Pontoons at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 28th July, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th July, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw

Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS,

TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving

CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted

throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

EXCURSION TO MACAO AND BACK.

FOR PROCESSION

OF OUR LADY OF MOUNT CARMEL

AT THE CHAPEL AT TAIPA

ISLAND, MACAO.

THE Chartered Steamship

"KINSHAN"

will make a Special Excursion Trip to Macao, on SUNDAY, the 2nd August, 1903, leaving for

Macao from her usual Wharf at 9 A.M. and returning to Hongkong at 2 P.M.

A Steam-launch will convey Passengers to Kowloon, 10 minutes after the steamer's return.

RETURN FARE (No Single Ticket).....\$2

Children under 10 years of age half the

above Rate.

RETURN FARE including Tiffin.....\$4

including Tiffin and Dinner. 6

Table d'Hôte supplied by King Edward Hotel.

Intending Excursionists are advised to apply at the HONGKONG PRINTING PRESS for

Cabins at once, as there are very few left. Only a moderate rate will be charged for them.

The BAND of the 33rd Burma Infantry

will play during the voyage.

Ticket may be had at—

MESSRS. RITCHIE & CO.'S OFFICE,

THE HONGKONG PRINTING PRESS,

or on Board.

Hongkong, 29th July, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.

Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROSETTA MARU

H. S. Smith

3,876

THURSDAY, 6th August, at 11 A.M.

ROHILLA MARU

E. P. Bishop

3,869

TUESDAY, 11th August, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 29th July, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CAL- CUTTA, COLOMBO, ADEN, SUEZ

AND PORT SAID.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MARQUIS BACQUEHEM,"

Captain Rassevich, will be despatched as above

on THURSDAY, the 20th August, P.M.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,

Agents,

Princes' Buildings.

Hongkong, 27th July, 1903.

"SHIRE" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"MERIONETHSHIRE"

Captain G. C. Cundy, will be despatched as

above, on or about MONDAY, the 24th August.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 30th July, 1903.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice House Road.

I am now in a position, in his New and Com- modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a specialty.

Hongkong, 22nd September, 1897.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURE from Hongkong (on Week Days) at 7.30 A.M. (on Sundays) at 8.30 A.M. From Macao (Week Days) at about 2 P.M. (Sundays) about 8 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5.

2nd Class, \$1.50; Return Ticket, \$2.50.

3rd Class, \$1; Steerage, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5.

WHARF opposite Central Market.

The Steamer runs an Excursion Trip EVERY SUNDAY in Summer.

For Freight, &c., apply to—

SAM WANG & CO., LD.,

81, Queen's Road Central.

Hongkong, 24th June, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG,"

Captain Geo. Payne, will be despatched as above on TUESDAY, the 4th August, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 29th July, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

About

"SAINT BEDE".....8th Aug.

"MOGUL".....25th Aug.

"BRAEMAR".....5th Sept.

"SATSUMA".....19th Sept.

"SHIMOSA".....30th Sept.

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 27th July, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"BARON DRIESEN,"

Captain Laurent, will be despatched as above on or about THURSDAY, the 20th August, to be followed by the s.s. "NORDKYN" later.

For Freight, &c., apply to

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 27th July, 1903.

Consignees.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SATSUMA,"
FROM NEW YORK, ADEN, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 25th July, 1903.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"GAELIC"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

E. W. TILDEN,

Agent.

Hongkong, 25th July, 1903.

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE HALL Steamship

"SITHONIA,"

Captain Hildebrandt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 30th July, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"TIENSIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 3rd August, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 28th July, 1903.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAMAKURA MARU,"

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Intimations.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 14th January, 1903.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 14th Jan. 1903.

Shipping.

Arrivals.

Coromandel, Br. s.s., 2783, Montford, R.N.R., 30th July—Shanghai 28th July, Mails, Silk and Tea.—P. & O. S. N. Co.

Hongkong, Fr. s.s., 861, Pannier, 30th July—Haiphong and Hoihow 29th July, Gen.—A. R. M.

Kwangtsh, Ch. s.s., 1536, Lunt, 31st July—Canton 30th July, Gen.—C. M. S. N. Co.

Lyeemoon, Ger. s.s., 1238, Lehmann, 31st July—Canton 30th July, Gen.—S. & Co.

Anping Maru, Jap. s.s., 1053, Goto, 30th July—Swatow 29th July, Gen.—O. S. K.

Valetta, Br. s.s., 2073, Palmer, 31st July—Bombay 3rd July, and Singapore 20th, Mails and Gen.—P. & O. S. N. Co.

Clearances at the Harbour Office.

Vuesang, for Manila.
Pak Kong, for Macao.
Wo Ping, for Penang.
Choyang, for Swatow.
Hailong, for Swatow.
Hinghui, for Amoy.
Wingchui, for Macao.
Le Rhone, for Canton.
Rubi, for Manila.

Departures.

Daiji Maru, for Swatow.
Anna, for Kobe.
Uabrand, for Moji.
Kamakura Maru, for Kobe.
Hailong, for Swatow.
Yuenang, for Amoy.
Choyang, for Shanghai.
Hinghui, for Amoy.
Kueiying, for Tientsin.

Passengers arrived.

Per *Coromandel*, from Shanghai for Hongkong—Messrs. G. B. Addison, Fenna Age, Madame Favre, C. P. McGeorge, Mr. Bastien, and 1 Chinese assistant. For Singapore—Misses F. and A. Adelaide. For Bombay—Major Cleveland. For London—Messrs. J. Smedley and A. M. Grant. From Yokohama for Singapore—Mr. Hawley.

Per *Anping Maru*, from Swatow—100 Chinese.

Per *Valetta*, from Bombay, &c.—Lieut. Coolen, Mr. F. Julian, Mr. and Mrs. Wilcombe, Miss Leacock, Miss and Miss Stevens, Mr. J. Lee, Mr. and Mrs. Scarle, Messrs. H. T. Edmondson, H. J. Burdett, Mr. and Mrs. I. Moore, and Mr. Bundall.

Passengers departed.

Per *Kamakura Maru*, for Japan—Capt. and Mrs. Arbuthnot, Captain and Mrs. Parker, Major Okada, Capt. Muto, Dr. Kamagawa, Count Yanagisawa, H. E. Min Yung Tan, Mr. Key Ilim Yee, Dr. An Dal Yung, Messrs. Ming Yui Sack, E. D. C. Wolfe, W. J. Newland, Capt. H. B. Hollinhead, Capt. Morley, Mr. and Mrs. J. A. Lyon, Messrs. Taylor A. Nichols, M. C. Simha, S. R. Simha, Yuasa, Mr. and Mrs. W. Brand and 2 infants, Mr. Kien, Dr. Macleod, Messrs. Chu Hok Chai, Ruchiram, Chitumull, U. Serrilla, Mr. and Mrs. Pow Yee G. Chew and infant, Messrs. Y. Hasegawa, Tanaka and Sato.

Per *Yuenang*, for Manila—Mr. José Chindiani, Master Chindiani, Miss Socorro Chindiani, Mr. C. Chindiani, Master Leon Cruz, Miss Salud Chindiani, Mr. T. D. Burdett, Dr. S. A. Villia, Messrs. Lim A. Sung, E. Ching, King Po, Yap Cueno, Chan Suag, Chan Fat, Yau Y. Y. Po, Aug Chong, Yau Quiao, Kwoe Yam Chong, Kwoe Kam Ban, Choy Foo and Uy Ching Bin.

Passengers to depart.

Per *Coromandel*, from Shanghai for London—Messrs. J. Smedley and A. M. Grant. For Bombay—Major Cleveland. For Singapore—Misses F. Adelaide, and A. Adelaide, and Mr. Hanley. From Hongkong for London—Mrs. Lambie, Sergt. and Mrs. Artingstool, child and infant. For Singapore—Messrs. H. Hirschler, S. Hirschler and Ray.

Hongkong & Whampoa Dock Returns.

Pan Joquin, at Kowloon Dock.

S. S. T. Ingalls, " "

H. M. S. Whiting, " "

Kwong Hing, " "

Miner, " "

Boldien, " "

U.S.A.T. Sumner, " Cosmopolitan

Foreic, " " Aberdeen

Steamers Expected.

Vessels	From	Agents	Due
Bencleuch	Singapore	G. I. & Co.	Aug. 1
Nankin	Singapore	P. & O. Co.	Aug. 2
Chingwo	Singapore	C. M. Co.	Aug. 2
Nanchang	Chefoo	B. & S.	Aug. 2
Gregory Apcar	Singapore	D. S. & Co.	Aug. 3
Capri	Singapore	C. & Co.	Aug. 3
H'kong Maru	Japan	P. M. Co.	Aug. 4
Bombay Maru	Singapore	X. Y. K.	Aug. 4
Kiautschou	Colon	M. & Co.	Aug. 5
Prinz Heinrich	Japan	M. & Co.	Aug. 5
Indrapura	Japan	P. & A. Co.	Aug. 12
City of Peking	San Francisco	P. M. Co.	Aug. 13
Victoria	Victoria	T. B. T. Co.	Aug. 15
Emp. of India	Vancouver	C. P. K. Co.	Aug. 16
Lothian	San Francisco	C. M. Co.	Aug. 26

Ships Passed The Canal.

Outward—1st July—*Devonshire*, *Bamberg*, 7th July—*Vermont*, *Foxhall*, *Manchuria*, *Indra*, 10th July—*Moyu*, *Benoit*, *Tener*, *Chaverhill*, 14th July—*Konigsberg*, *St. Irene*, *Haddonhall*, *Sumatra*, *Kiautschou*, 26th July—*Kintok*, *Caledonia*, *Inda Maru*, *Ningchou*, *Ventura*, 21st July—*Glentworth*, *Benader*, *Flintshire*, *Marburg*, *Abyssinia*, *Bombay*, 24th July—*Schiller*, *Benado*, *Ping Juy*, 27th July—*Socotra*, *Auchenarden*, 28th July—*Sambio*, *Comerie*.

Homeward—14th July—*Segovia*, 18th July—*Nubia*, 24th July—*Annam*, 28th July—*Antenor*, *Kawachi Maru*, *Strassburg*.

Arrivals at Home—4th July—*Salazie*, *Zieten*, 7th July—*Afridi*, 10th July—*Indriani*, *Kanagawa Maru*, *Petrovich*, 18th July—*Calchas*, *Glenshiel*, 21st—*Malacca*, 21st July—*Oceanien*, *Tanilus*, *China*, 27th July—*Sado Maru*, *Stuttgart*.

Vessels in Port.

STRANIER.

Athenian, Br. s.s., 2440, Robinson, 25th July—Vancouver 29th June, and Shanghai 22nd July, Gen.—C. P. R. Co.

Benadi, Br. s.s., 1481, Clark, 29th July—Yokohama and Shanghai 26th July, Gen.—G. L. & Co.

Bomen, Ger. s.s., 1341, Muhle, 26th July—Sandakan 20th July, Gen.—M. & Co.

Chiyo Maru, Jap. s.s., 2314, Kitaota, 29th July—Moji 22nd July, Coal—Chinese.

Chowin, Ger. s.s., 1003, Kohler, 27th July—Bangkok 21st July, Gen.—B. & S.

Chowit, Ger. s.s., 1112, Textor, 30th July—Bangkok 24th July, Rice—B. & S.

Clara Jelen, Ger. s.s., 1714, Bendixen, 30th July—Hoihow 29th July, Gen.—J. & Co.

Crown of Arragon, Br. s.s., 1300, Darwood, 29th July—Moji 22nd July, Coal—Gilman & Co.

Devonshire, Br. s.s., Coull, 29th July—Cardiff 13th June, and Port Said 28th, Coal—Admiralty.

Emma Luyken, Ger. s.s., 1110, Martens, 20th July—Pana 9th July, Singapore 12th, and Hoihow 19th, Gen.—E. A. T. Co.

Empress of China, Br. s.s., 3046, Archibald, R.N.R., 27th July—Vancouver, B.C. 6th July, and Shanghai 25th, Mails and Gen.—C. P. R. Co.

Galle, Br. s.s., 2691, Finch, R.N.R., 25th July—San Francisco 27th June, Honolulu 4th July, Yokohama 17th, Kobe 18th, Nagasaki 20th, and Shanghai 23rd, Mails and Gen.—O. & O. S. S. Co.

Haitian, Br. s.s., 1184, Roach, 30th July—Fochow 26th July, Amoy 27th, and Swatow 29th, Gen.—D. L. & Co.

Hoihow, Fr. s.s., 509, Maites, 29th July—Pakhoi and Hoihow 28th July, Gen.—A. R. M.

Hunan, Br. s.s., 1143, Frasier, 30th July—Hoihow 25th July, Sugar and Hemp—B. & S.

Inagals, Am. s.s., 1347, Harrison, 19th July—Manila, P.I. via Mauban 7th July, Ballast—Order.

Iyo Maru, Jap. s.s., 3918, Butler, 29th July—Seattle via Japan and Shanghai 26th July, Gen.—N. Y. K.

Jeseric, Br. s.s., 3113, Shorter, 29th July—Wei-hai-w 14th July, Ballast—D. & Co., Ltd.

Kampot, Fr. s.s., 312, Bayay, 25th July—Saigon 21st July, Rice—Wing Seng.

Lena, Nor. s.s., 979, Borge, 24th July—Canton 23rd July, Gen.—C. & Co.

Namsang, Br. s.s., 2591, Payne, 27th July—Calcutta 11th July, Penang 18th, and Singapore 22nd, Gen.—J. M. & Co.

Pakhoi, Br. s.s., 1249, Shaw, 27th July—Canton 27th July, Gen.—B. & S.

Perla, Br. s.s., 1287, McGinty, 27th July—Cebu 22nd July, Gen.—S. & T. Co.

Pompey, Am. s.s., 1200, Range, 28th May—Manila, P.I. 25th May, Ballast—U. S. Government.

Quarta, Ger. s.s., 1146, Johansen, 30th July—Newchwang and Chefoo 24th July, Oil and Beans—S. W. & Co.

Rubi, Br. s.s., 1611, Almond, 27th July—Manila 15th July, Gen.—S. T. & Co.

San Joaquin, Am. s.s., 237, Galdiez, 26th Apr.—from Aparri, Ballast—Order.

Shantung, Ger. s.s., 1000, Engelhart, 30th July—Fochow 28th July, Ballast—Mr. Geo. McBain.

Suisang, Br. s.s., 1776, Young, 28th July—Java 19th July, Sugar—J. M. & Co.

Tailu, Ger. s.s., 1063, Menzell, 20th June—Mauritius via Singapore 14th June, Gen.—E. A. T. Co.

Tai Lee, Ger. s.s., 782, Michelsen, 26th July—Saigon 22nd July, Rice—Meyer & Co.

Tientsin, Br. s.s., 2555, Kenock, R.N.R., 28th July—Bombay 10th July, Gen.—P. & O. S. N. Co.

Victoria, Am. s.s., 2112, Dobson, 24th July—Tacoma 27th June, Gen.—D. & Co., Ltd.

Post Office.

A Mail will close for:—

Canton—Per *Honam*, 1st Aug., 7.30 A.M.
Swatow—Per *Taipei*, 1st Aug., 8.30 A.M.
Manila—Per *Rubi*, 1st Aug., 9 A.M.
Hoihow and Pakhoi—Per *Hoihow*, 1st Aug., 9 A.M.
Haiphong—Per *Hongkong*, 1st Aug., 9 A.M.
Cebu and Iloilo—Per *Wuchang*, 1st Aug., 10 A.M.
Amoy, Keelung, Moji, Kobe, Yokohama, Victoria (H.C.), and Tacoma—Per *Victoria*, 1st Aug., 10 A.M.
Europe, &c., India, via Tuticorin—Per *Coromandel*, 1st Aug., 11 A.M.
Swatow, Amoy and Fochow—Per *Haitian*, 1st Aug., 2 P.M.
Shanghai, Cebu—Per *Perla*, 1st Aug., 3 P.M.
Shanghai—Per *Kwangtsh*, 1st Aug., 3 P.M.
Shanghai—Per *Lyeemoon*, 1st Aug., 3 P.M.
Swatow—Per *Kampho*, 1st Aug., 3 P.M.
Takao—Per *Chiyo Maru*, 1st Aug., 5 P.M.
Nantao—Per *Taipei*, 1st Aug., 5 P.M.
Macao—Per *Wingchui*, 1st Aug., 5 P.M.
Kobe—Per *Lena*, 1st Aug., 5 P.M.
Shanghai—Per *Singen*, 3rd Aug., 4 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Galle*, 4th Aug., 11 A.M.
Singapore, Penang and Calcutta—Per *Namsang*, 4th Aug., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 5th Aug., 11 A.M.
Europe, &c., India, via Tuticorin—Per *Prinz Heinrich*, 6th Aug., 11 A.M.
Manila—Per *Zafra*, 6th Aug., 9 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Tianan*, 10th Aug., 3 P.M.
Europe, &c., India, via Tuticorin—Per *Yarra*, 11th Aug., 11 A.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle, (U.S.A.)—Per *Iyo Maru*, 11th Aug., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 12th Aug., 11 A.M.
Singapore, Penang and Bombay—Per *Capri*, 12th Aug., 11.30 A.M.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory—

On the 31st at 11.20 a.m. The barometer has risen slightly over the N. part of the Sea of Japan and the Philippines, fallen much in the neighbourhood of N. Formosa.

The centre of the typhoon has passed over Meiko Sima and lies this morning a little North of the islands. It is moving slowly towards NW. Very bad weather in the N. part of the Formosa Channel and over the whole of the Eastern Sea.

Very strong SW. monsoon over the China Sea.

Forecast:—fresh W. to SW. winds; fine at first, squally later.

On date at 10 a.m. On date at 4 p.m.
Barometer 29.57 29.47
Temperature 71 80
Humidity 71 72
Rainfall — —

CHINA COAST METEOROLOGICAL REGISTER.

	July 31, 1903, a.m.	Bar. Th. Hu.	Wind	W.
Vladivostok	7 a.m. 29.85	64	98	0
Nemuro	5 a.m. 29.88	—	NE	4
Hakodate	" 29.81	—	—	—
Tokio	" 29.82	—	S	4
Kobe	" 29.75	—	NE	4
Nagasaki	" 29.72	—	NE	2
Kagoshima	" 29.72	—	E	2
Oshima	" 29.61	—	S	6
Naha	" 29.46	—	S	8
Ishigakijima	" 28.75	—	SW	10
Taichu	5 a.m. 29.21	—	NW	10
Taichu	" 29.33	—	NE	8
Tainan	" 29.39	—	N	8
Koshun	" 29.31	—	NW	10
Pescadore	" 29.40	—	W	4
Wei-hai-wei	9 a.m. —	—	—	—
Guttsi	" 29.60	79	NE	5
Sharp Peak	" 29.35	85	WNW	2
Amoy	6.30 a.m. 29.40	84	WSW	3
Swatow	5 a.m. —	—	—	—
Canton	10 a.m. 29.52	89	W	1
Hongkong	" 29.52	89	W	1
Victoria Peak	" 29.53	—	WSW	4
Macao	" 29.50	91	WSW	3
Haiphong	" 29.50	—	WSW	3
Manila	" 29.73	84	W	2
Malate	9 a.m. —	—	SW	3
Bacolod	" —	—	SW	4
Cebu	" 29.83	85	SW	5
Ilebo	" 29.85	86	S	1
C. St. James	10 a.m. —	—	—	—

VISITORS AT THE HOTELS.

HONGKONG.

Katsch, E. A.
Leggatt, E. A.
Lewis, A. R.
Liddell, Mr. and Mrs.
Krumm, J. C.
Krumm, R. J.
Manning, R. D.
Marriott, Dr. A.
Mast, Sydney
Mast, Mr. E.
Matthias, A.
McAran, T. P.
McCluskey, C.
Miller, P. L.
Murphy, Mr. and Mrs.
O'Brien, J. H.
Derbyshire, J. H.
Deronjien, S.
Douglas, Capt. & Mrs.
Downing, T. C.
Edwards, F. W.
Ellis, Mr. and Mrs. A.
Emerson, A.
Fisher, H. G.
Forsyth, Capt. G. A.
George, C.
Glover, C.
Greenwood, D. A. W.
Haughton, W. B.
Hayton, J. T.
Hill, L. D.
Hooper, Mr. and Mrs.
Howard, Mr. and Mrs.
Icely, Rev. F.
Jackson, H. T.
Joseph, Mr. and Mrs.

KING EDWARD.

Middleton, A.
Muelle, Ed. (Consul for Peru)
Nicklin, T. G.
Piaff, Alfred
Rose, Mr. and Mrs. T. J.
Vaughan, H. S.

CONNAUGHT.

Lee, G. E.
Humphreys, W.
Marston, Mr. Mrs. L.
Ray, W.
Tibbey, H. M.
Twight, W. E.
Tyrrwhitt, T.
Williams, W. H.

OCCIDENTAL.

Marshall, Chas. W.
Meahs, E. H.
Meaders, Dr. M.
Merdas, G.
Pezare, Lieut. T.
Schwedener, Dr. J.
Shepherd, Mrs. F.
Spieler, B.
Spieler, Miss Bel.
Spieler, Mrs. A.
Stephens, H.
Woodbridge, F. J.

PEAK.

Martin, R.
McDermott, A. P. B.
McGowan, Mr. & Mrs. A.
Mercado, F. M. T.
Mitchell, Robert
Mortimore, Miss C.
Ollis, Mr. and Mrs. F.
Ordis, Owen
Ormsiston, R. A., Major
Mrs. J. W.
Philpot, Leonard D.
Piper, Donald
Pollock, K. C. H. E.
Pratt, R. A., Major and Mrs. H. A.
Reid, T. H.
Rumsey, R. N., Hon. R.
G. A.
Fuchs, A.
Gibson, Dr. Robert
Grant, G. C. Lindsay
Hamilton, Major A. B.
Hewitt, F. T. Baines
Hibbs, F.
Jeffries, H. U.
Jones, Mr. and Mrs. P.
N. H.
King R. H.
Lonsens, Mrs.
Macleod, Wm., D.D.S.

CRAIGIEBURN.

Caulfield, Master and Helms, W.
nurse
Gaskell, Mr. and Mrs. F. W.
Harvey, Lieut. and Mrs. F. W.
Mrs. J. S.
Moss, D. K.
Johnston, Mrs. and Wright Mr. and Mrs. R. F. child & nurse

THOMAS.

Murphy, P. A.
Ohi, P.
Randich, Capt. G. T.
Roberts, Capt.
Robertson, O. L.
Rougey, E.
Strong, Mr. and Mrs. H. C.
Kernan, J.
Walter, F. L. M.
Weisburger, J.
Wheeler, Mr.
Young, L. C.

KOWLOON.

Miss Muriel
Miss Gerty
Miss George
Miss Arthur C.
Miss George
Miss Lillian
Walters, Mrs.

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation.....	\$ 125	Div. of £1.10/- and bonus of 10/- @ 1/7 = \$25.26 for half-year ending 31/12/1902.	\$680
National Bank of China, Ltd.....	£ 8	3/11 = \$1.96 1/2 for 1902	\$27
Do. Founders.....	£ 1	None	\$10
MARINE INSURANCES.			
Union In. Society of C'lon, Ltd.....	\$ 100	60 per cent = \$30 per share for 1901	\$500
China Traders' In. Co., Ltd. ...	\$ 25	16 % = \$4 for year ended 30.4.1902	\$61
North China In. Co., Ltd.	£ 25	Interim of £1 for 1902...	Tls. 230
Yangtze In. Association, Ltd. ...	\$ 60	20 % = \$12 for 1901	\$135
Canton In. Office, Ltd.	\$ 50	28 % = \$14 per share for 1901	\$180 sa.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd. ...	\$ 50	\$22 1/2 per share for 1901	\$330 sa.
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$87 sa.
SHIPPING.			
Hongkong, Canton, & Macao S. B. Co., Ltd.	\$ 15	\$1 1/2 for half-year ending 31.12.1902...	\$38 b.
Indo-China S. N. Co., Ltd.....	£ 10	5 % = 10/- per share for 1902.....	\$95
China & Manila S.S. Co., Ltd. ...	\$ 50	10 % = \$5 per share for 1900.....	\$21
Douglas S. S. Co., Ltd.	\$ 50	Div. of \$3 for year ended 30.6.1902...	\$41
"Star" Ferry Co., Ltd.	£ 10	\$1.20 = 12 % for year ending 30.6.1902	\$17 1/2 b.
"Shell" Transport & Trading Co., Ltd.	£ 1	60 cts. 30.4.03	\$17 1/2 b.
Taku Tug & Lighter Co., Ltd.	Tls. 50	3rd Interim of 6d. for 1902	£1 4/- b.
Shanghai Tug Boat Co., Ltd.	Tls. 100	Final of 5 % making 7 % for the year...	Tls. 47 s.
Shanghai Cargo B. Co., Ltd.	Tls. 100	Final of 7 % making 20 % for 1902...	Tls. 360 b.
Co-operative Cargo B. Co., Ltd.	Tls. 100	Final of 7 % making 13 % for 1901...	Tls. 180 b.
REFINERIES.			
China Sugar Refining Co., Ltd. ...	\$ 100	Fin. of \$7 making \$12 for 1901	\$94 b.
Luzon Sugar Refining Co., Ltd. ...	\$ 100	\$3 per share for 1897	\$10 b.
Perak Sugar Cultivation Co., Ltd.	Tls. 50	Fin. of 7 % for year ending 30.9.02	Tls. 70 s.
MINING.			
Punjom Mining Co., Ltd.	\$ 11	None	\$2 b.
Société Française des Charbonnages du Tonkin	Fr. 250	Fin. of Frs. 30 making Frs. 160 for 1902	\$600 s.
Jebeu Mining & Trading Co., Ltd.	\$ 5	No. 9 of 5 % for 1-year end. 31.7.94	\$1 1/2 s.
Raub Australian Gold Mining Co., Ltd.	£ 10.18.10.	No. 12 of 1/- per share 28.1.01	\$8 1/2 b.
Chinese Engineering & Mining Co., Ltd.	£ 1	No. 1 of 1/6 per share 10.10.02	Tls. 6.30 s.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	10 % + bonus 2 % for 1 year 31.12.02...	\$215
S. C. Farnham, Boyd & Co., Ltd.	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03	Tls. 159 sa.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Final of \$2 1/2 making \$4 1/2 for 1902	\$88 b.
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$2 1/2 for 1902	\$37 1/2 b.
Shanghai & Hongkong Wharf & Godown Co., Ltd.	Tls. 100	Final of Tls. 12 making Tls. 18 for 1902	Tls. 260 s.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8 % = 80 cents per share for 1902	\$9 1/2 sa.
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Interim of \$6 for 1903	\$155 ex d. sa.
K'loon Land & Building Co., Ltd.	\$ 30	\$2.30 per share for 1902	\$36 s.
West Point Building Co., Ltd.	\$ 50	Interim of \$1 1/2 for 1903	\$50 1/2 ex d. b.
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for 2nd year making \$12 for 1902	\$150 sa.
Oriental Hotel Co., Ltd. (Manila)	\$ 50	\$8 = \$4 for 1-year ending 31.12.1900	\$45
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	15 % for half-year ending 31.12.01	\$30 s.
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	6 % for year ending 31.3.03	Tls. 16 sa.
Queen's Hotel (Wei-hai-wei)	Tls. 25	First year	Tls. 25
Humphreys Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1902	\$12 b.
Shai Land Investment Co., Ltd.	Tls. 50	Interim of 6 % for 1903	Tls. 105 s.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 10	Interim of 40 cents per share.....	\$15 b.
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	3 % for period ended 31.10.97	Tls. 36 s.
International Cotton Manufacturing Co., Ltd.	Tls. 100	Interim of 3 % on account of 1898	Tls. 40 s.
Lao-tung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4 % on acct. of 1898	Tls. 40 sa.
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	4 % for period ended 31.12.00	Tls. 160
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.	\$ 500	25 % for year ending 30.6.1900	\$250 b.
Philippine Tobacco Trust Co., Ltd.	\$ 50	None	\$15 b.
Shanghai - Sumatra Tobacco Co., Ltd.	Tls. 20	Final of Tls. 2.60 making Tls. 4.60 for year ending 31.10.02	Tls. 56 sa.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12 % = \$1.20 per share for 1902	\$24 b.
China-Borneo Co., Ltd.	\$ 12	First year	\$10 b.
A. S. Watson & Co., Ltd.	\$ 10	Interim of 5 % for 1902	\$14 sa.
Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$7 b.
Hongkong Electric Co., Ltd.	\$ 10	90 cents for year ending 30.4.1903	\$12 1/2 b.
Hongkong Electric Co., Ltd.	\$ 5	45 cents for year ending 30.4.1903	\$7 1/2 b.
Hongkong & China Gas Co., Ltd.	£ 10	10 % div. and 1 % bonus for 1901	\$140 b.
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$10 for 1902	\$140 b.
Geo. Fenwick & Co., Ltd.	\$ 25	15 per cent = \$3.75 for 1902	\$17 1/2
Hongkong Ice Co., Ltd.	\$ 25	Interim of \$4 for 1903	\$50 ex div.
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$18 for year ending 31.11.1902	\$120
Daisy Farm Co., Ltd.	\$ 6	75 cents for year ending 31.7.1902...	\$12
Hongkong & China Bakery Co., Ltd.	\$ 50	5 per cent = \$2 1/2 for 1901	\$10 b.
Campbell, Moore & Co., Ltd.	\$ 10	Div. of \$2 1/2 for 1902	\$40 s.
Bell's Asbestos Eastern Agency, Ltd.	£ 0.12.6.		\$6 sa.
United Asbestos Oriental Agency, Ltd.	\$ 4	80 cents } for year ending 31.5.02	\$10 b.
Do. Founders.....	\$ 10	\$19.80 }	\$225 b.
Hongkong Steam Water-boat Co., Ltd.	\$ 20	Interim of 6 %	\$14 1/2 b.
China Light & Power Co., Ltd.	\$ 10	None	\$6 b.
Robinson Piano Co., Ltd.	\$ 50	5 % = \$2 1/2 for half-year 1901	\$50
Manila Investment Co., Ltd.	\$ 50	None	\$15 b.
William Powell, Ltd.	\$ 10	Final of 50 cents for half-year 30.6.02	\$10
Maatschappij tot Mijl., Bosch en Landbouw exploitatie in Langkat, Limited	Guilders 100	3rd Interim Dividend of Tls. 7 1/2 + bonus of Tls. 2 1/2 per share paid 15.6.1903	Tls. 305 sa.
Telegraphic Address—"Rialto."		BENJAMIN, KELLY & POTTS, Share Brokers.	
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NOTE:—b.=buyers, s.=sellers, sa.=sales.			

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MANAGER.